THE BIG B

BONANZA AIR LINES

February/March 1959

BONANZA AIR LINES

NEWS RELEASE

March 5, 1959

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FOR IMMEDIATE RELEASE

BONANZA ANNOUNCES SILVER DART SCHEDULES

Easter Sunday, March 29th, has been designated as the inaugural date for F-27A Silver Dart service by Bonanza Air Lines.

In joining the Easter Parade, the new Fairchild Silver Darts will offer the first jet-powered scheduled air service to the States of Arizona, Nevada and Utah. Initial schedules call for one non-stop round trip between Reno and Las Vegas and between Salt Lake City and Phoenix, and three non-stop round trips between Las Vegas and Phoenix.

Scheduled times for the Fairchild Silver Dart will be one hour and thirty minutes between Reno and Las Vegas; two hours between Salt Lake City and Phoenix, and one hour and five minutes between Las Vegas and Phoenix.

Reservations for the pressurized Silver Dart service are now being accepted by all Bonanza ticket offices.

Silver Dart service between Phoenix and Los Angeles through Yuma, El Centro, San Diego and Santa Ana will be started as soon as work is completed on the El Centro runway.

THE BIG B

FEBRUARY/MARCH 1959

PHOTO CREDITS-Fairchild Aircraft-Cover, Page 2
Dave Beattie, BAL-1,3,4(left), 5, 6, 10, 11, 13
Ernie Winn, BAL-4 (right)

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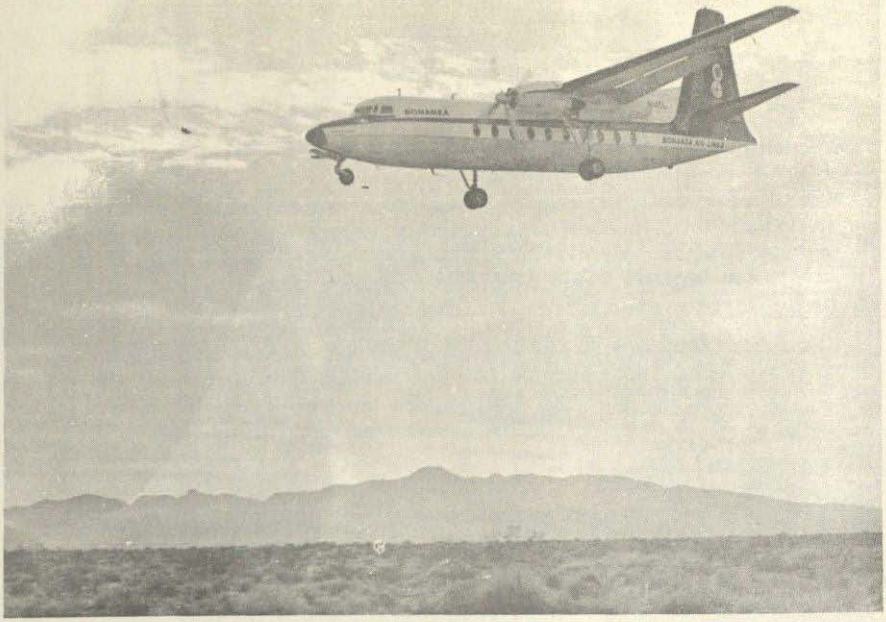


TRAINING FLIGHT — Sweeping in over the desert to a smooth landing at McCarran Field, Las Vegas, is the Silver Dart, shown here on a pilot training flight. All Bonanza pilots will receive twenty-eight hours training in the jetprop craft before flying in scheduled service.

Bonanza Readying for Silver Dart Inaugural

First aircraft keeping busy schedule

Bonanza's first jetprop Silver Dart touched down at Las Vegas for the first time on January 18th, and since that time has had few idle moments. Crew training, and meeting the press and public, has kept the sleek speedster busy almost around the clock. Vice President of Operations Myron Reynolds advises that each Bonanza captain will spend twenty-eight hours in the cockpit of the new craft, fourteen at the controls, and fourteen observing, before flying in revenue service. This is in addition to extensive classroom training, hitting the books on both the aircraft and its Rolls-Royce Dart jetprop engine.

The Silver Dart has been spending a lot of time in the public eye during this first month, too. First appearance was on the delivery flight, when some 5000 people turned out to welcome the new plane to Phoenix. A crowd of Bonanza employees, their families, and well-wishers were on hand at Las Vegas to greet the Silver Dart. Then a triumphal tour of the provinces, to Oakland, San Francisco, Reno, Los Angeles, San Diego, Phoenix, and Salt Lake City; from January 31 to February 6. For more on this see the story by Traffic and Sales VP Wm. Mitchell, in this issue.

Another several thousand people in Las Vegas and vicinity saw the Silver Dart on television February 7, when all three local channels broadcast a simultaneous half hour program on Bonanza's new office building and aircraft. Even more saw the F-27A in person, at the highly successful Open House on February 8. A special section in both Las Vegas papers, plus radio broadcasts. sparked a very large turnout.

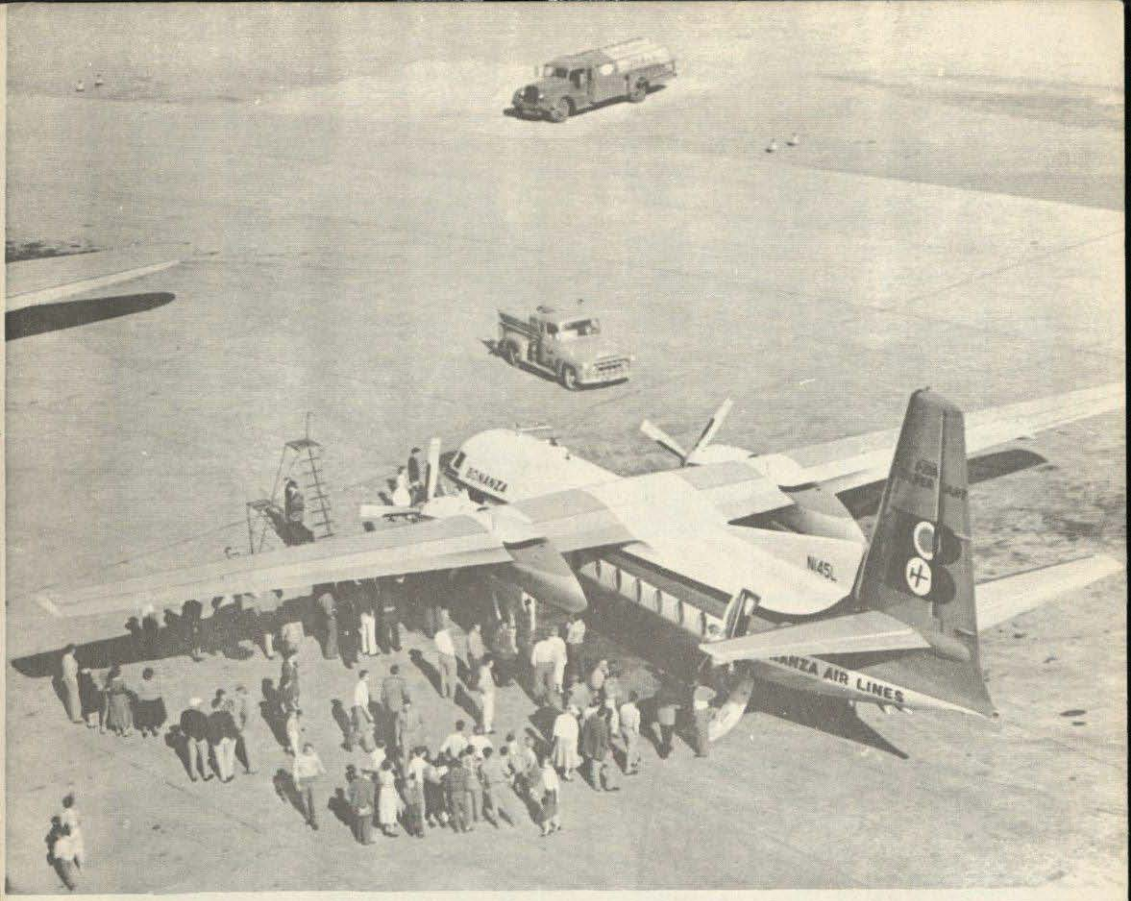
In the meantime. Bonanza Factory Rep, Lou Arpin, advises that the second

Silver Dart will be delivered very soon, possibly before this article goes to press, with the third aircraft directly behind it on the production line.

Operation of the new aircraft has been quite trouble-free. Flight crews are more than enthusiastic over its performance, and the press and general public have shown tremendous interest in the swank new ship. The usual reaction on looking through the cabin, with its rich seating, draperies, gold panelling, and other creature comforts . . . has been sincere and outspoken praise.

The Silver Dart will be placed in scheduled service in March between Reno, Las Vegas, and Phoenix; and between Phoenix and Salt Lake City. Service between Phoenix and Los Angeles through Yuma, El Centro, San Diego, and Santa Ana will be inaugurated as soon as runway extension is completed at El Centro.

TRANSFERRING OWNERSHIP to Bonanza is Fairchild Aircraft's Vice President-Treasurer Floyd Bennett, shown here handing the title papers for the first Silver Dart to Bonanza's Executive Vice President G. Robert Henry, in a brief ceremony at the Hagerstown, Maryland plant.



GREAT PUBLIC INTEREST in the Silver Dart is well indicated in this photo from the Phoenix control tower, taken during the stop at Phoenix on the January 18th delivery flight.

. . . first person report . . .

DELIVERY FLIGHT

(Bonanza's first F-27A Silver Dart left the Fairchild factory on January 17, 1959, proceeding to Tulsa, Oklahoma, for an overnight stop. It then went on to Phoenix, where officials already on board were joined by BAL President Edmund Converse. Comptroller Earl Jochim, Ass't. to the Executive VP Don Neilson, Bruce Ryan, our DSM in Phoenix. and Editor Dave Beattie, whose account of the flight is reproduced below.)

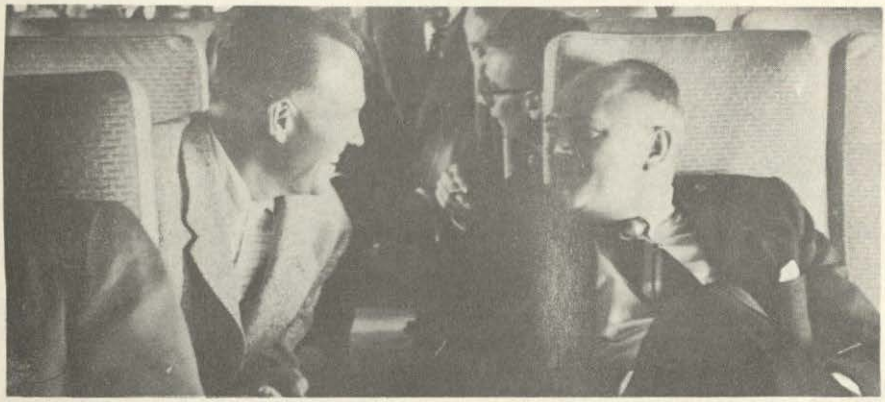
Sixteen thousand five hundred feet . . . speed nearly three hundred miles an hour, with the muffled thunder of two Rolls-Royce Darts and the whistle of the wind as a musical background. And ourselves seated in a swanky blue seat, with gold threads, peering calmly straight down at the beige and purple landscape. Through a lovely double paned oval shaped window. Sipping good hot coffee and exchanging technical chitchat with Floyd Hall, photog from Fairchild Aircraft. Life in the Golden West. With jetprop power.

All this started with a phone call from Don Neilson, able assistant to Executive VP Bob Henry. Inquiry if we wanted to catch flight three the next morning to Phoenix, in company with himself and Comptroller Earl Jochim . . . then return on the new bird. So . . . a pleasant hop to PHX.

ARRIVAL IN LAS VEGAS of the Silver Dart drew a good crowd of Bonanza employees and other well-wishers. In the photos on the left, President Edmund Converse deplanes, and poses for news photos, and for snapshots by Bonanza personnel. Pictures on the right show the happy crowd inspecting the new aircraft.

with coffee served by our Miss Crum, a brief wait, along with about 5000 fascinated Phoenicians, a hushed silence while the brilliant orange and white aircraft slipped in to a smooth landing and swaggered up to the ramp; and a joyous oh-boyoboy inspection. Pause for about an hour for pictures and public walk-through, then a scramble into the cargo door. (Almost got left.) Settled into aforementioned swanky seat . . . belt buckled . . . number two engine starts that odd smooth high speed spin of a starting turbine, catches . . . then number one. Short pause while Paul Beach and Woody Reynolds go through checklist . . . then we roll.

Out to the end of the runway, a fast smooth turn, a deeper bass rumble from the engines, and off we go. Yes, it really does shove a person back into the seat . . . a sensation of screaming down the runway at great speed . . . no doubt about it when we break ground, the nose goes *up*, the landing gear, hanging down from the high wing where we can see it, goes pishhh and snaps up. We leave town faster than anything this writer has ever been in. A steep, steep climb as Phoenix makes a lazy circle and gets smaller and smaller. The ears pulse and pop. We continue our high easy turn. Someone says seven thousand feet. Higher and higher. A very nice roar from the engines. I turn gravely to seatmate King, of Fairchild, and say "oboyoboyoboy". Then again. I am a poor boy and have never ridden in such luxury, with Rolls-Royce power, too. Fourteen thousand. Someone tries the PA system, which is sickly



BONANZA PRESIDENT Edmund Converse, seated, right, at ease in the cabin of the Silver Dart. Delivery flight was moment of personal triumph.

Communications Chief Johnny Glen goes forward to see. A twist of the wrist and the PA reads 5 over 5, as we say in the aviation business. A short welcoming speech by Chief Pilot Paul Beach, in his best professional manner. I rise and go forward, snapping pictures. As the assembled group grins into my lens, an increasingly loud wow-wow-wow starts from the engines. This, explains a voice in my ear, is only caused by the engines running at just slightly different speeds. The noise stops as the props are once more synchronized. I was *not* nervous. Only interested. I have a keen, inquiring technical mind.

We lean against the forward bulkhead and look into the cabin. Everyone is talking, laughing, looking out the windows, gesturing. About half the seats are dismounted, and packed in boxes in the rear. Crates of other parts and items are stacked with them. At ease in the forward end of the cabin is President Edmund Converse. Not talking much. Just sitting and listening, a

smile of real contentment on his face. Now and then someone stops and bawls some pleasantry. Mr. Converse answers. then relapses into his happy stance.

Announcement on the PA . . . we will fly over Hoover Dam and Lake Mead for pictures. Much busy work by those with cameras. Letting down now, lower and slower. A little buffeting, barely noticeable. We fly past the dam and bank over the bright blue lake. Much clatter of photographic equipment, then triumphant sighs.

Over the last ridge, lower all the time. A nasty looking layer of dust whipping along at about four thousand feet. We go through it with a fast rippling feeling. Down and down over the desert. We line up with the long east-west runway. and make a fast pass down the full length, then over the Strip. up and into a climbing turn. Back east now, over Paradise Valley. Slower . . . then gear down . . . another turn for final approach . . . then a picture of the wheels as they touch the sacred soil of the sovereign state of Nevada for the first time. The props go into flat pitch, slowing us quickly. Then a fast taxi to the Bonanza hangar. The Fairchild photographer and myself crouch by the door, ready to burst forth. The engines die, door opens and out we go. A crowd of Bonanza people yelling welcome. Then applause, real honest hand-clapping, as a beaming President bounds down the stairs, hands held high. "Here she is . . . she's all yours. . . ."

PHOENIX CROWDS ESTIMATED AT 5000 turned out to welcome the Silver Dart on its delivery flight. Craft stopped in Phoenix to pick up Bonanza officials for trip to Las Vegas, and to allow the people of the Valley of the Sun a special preview.

BONANZA TO SERVE HUGE GLEN CANYON PROJECT

Kanab, Page, and Flagstaff awarded by unanimous decision

February 9, 1959 — The Civil Aeronautics Board today issued its written decision in the Glen Canyon Service Case, in which Bonanza was selected to provide scheduled air service to the 425 million dollar Glen Canyon Dam construction project at Page, Arizona.

In a unanimous decision by Board Chairman Durfee, Vice Chairman Gurney, and Members Denny and Hector, the CAB ordered that the cities of Flagstaff and Page, Arizona and Kanab, Utah be added to Bonanza's existing Phoenix-Salt Lake City route. Member Minetti did not take part. The decision restricts Bonanza from carrying local passengers between Flagstaff and Prescott or Phoenix. Bonanza, however, will be permitted to carry connecting passengers to and from these points.

Of interest is the fact that the Board's decision agrees substantially with the recommendations made earlier by CAB Examiner Madden.

Bonanza's new certificate will become effective in 60 days.

Bonanza Route Case Status

PACIFIC SOUTHWEST LOCAL SERVICE CASE, CAB Docket 5645 — Direct exhibits have been submitted, rebuttal exhibits due March 6. Civic hearings will be held starting March 10 in Long Beach, California; and the carriers presentation will be heard before Examiner Wm. F. Cusick in Washington, starting April 14. This case involves Bonanza's proposed new routes to and from Bakersfield, Fresno, Las Vegas, Oakland, Ontario, Los Angeles, Riverside, Palm Springs, Sacramento, and San Diego. Other airlines in the case include American, Blatz, Continental, Pacific, TWA, West Coast, and Western.

SANTA CATALINA ISLAND SERVICE CASE, CAB Docket 7149 — Oral argument was held in Washington on February 4, with Attorney William C. Burt representing Bonanza. No new routes are being proposed by Bonanza in this case.

SOUTHERN TRANSCONTINENTAL SERVICE CASE, CAB Docket 7984 — Rebuttal exhibits are due March 27. Public hearings will be heard for cities involved in Houston on April 14, Los Angeles on April 27, Miami on May 11, and in Washington on May 26. The Washington hearing will include airline presentations and some civic witnesses. Bonanza's part in the case, involving trunk lines almost entirely, consists in defending its present route structure against possible encroachment by other carriers. No new routes are being sought by Bonanza in this case.

LOS ANGELES AIRWAYS, scheduled helicopter service, connecting with Bonanza, announces the inauguration of service to Glendale, California, using Sikorsky S-55 seven passenger helicopters. Flight time from LA International Airport to the Glendale Heliport, located near Colorado Street and San Fernando Road, is just fifteen minutes.

The following memo was received from Traffic and Sales Vice President, William J. Mitchell, describing the triumphal tour of the new aircraft through California, Nevada, Arizona, and Utah:

Silver Dart Makes Get Acquainted Trip

. . . static displays and courtesy rides . . . "When does it start" main question . . .

On board the get acquainted were from left, standing, Check Pilot Wayne Taylor, Chief Pilot Paul Beach, Hostess Judi Bertsch, Hostess Jan Thomas, VP-Operations Myron Reynolds, Rolls-Royce Rep. Tom Morris, Fairchild Rep. Bill Carey, President-Board Chairman Edmund Converse, Treasurer Robert Sherer. Kneeling, VP-Traffic & Sales Wm. Mitchell, Exec. VP G. Robert Henry, Assistant to the President Jack Arant, and Board Member Roger Converse.

Following is a synopsis of the publicity flight recently completed:

A briefing was held at 11:00 a.m. Saturday, January 31 in the Board Room with the party who would initially depart on the trip to Oakland: Ed Converse, G. Robert Henry, Myron W. Reynolds, William J. Mitchell, Robert J. Sherer, Ralston Hawkins, Jack Arant, Paul Beach, Wayne Taylor, Roger Converse, Bill Carey, Tom Morris, Jan Thomas, and Judi Bertsch. After lunch the Silver Dart departed Las Vegas at 1:00 p.m. Soon thereafter Bonanza had its first first by cruising to Oakland at 19,000 feet — some 5,000 feet higher than the TWA Connie passed enroute.

At 4:00 p.m. in Oakland a press flight was held, followed by a cocktail party for the press. The following day, Sunday, February 1, seven sightseeing flights were flown and the aircraft was put on static display during the afternoon.

Monday morning departure was made from Oakland to San Francisco for refueling and hence to Reno, where four sightseeing flights were performed and again the aircraft was put on display during the afternoon.

This same procedure was followed throughout all of the cities visited, which were, besides the two above, Los Angeles, San Diego, Phoenix, and Salt Lake City, with the party arriving back at Las Vegas Friday at 5:45 p.m.

It is interesting to note that Los Angeles, which has had the American Airlines 707 and the Continental Viscount in service prior to our arrival, overwhelmed us in interest shown in the Silver Dart. San Diego was interesting in the fact that it seemed like the whole Convair staff of engineers, designers, and manufacturing personnel went over our airplane with slide rules, calipers, and an extremely critical eye. In all cases it should be noted that not one adverse comment was made about the aircraft.

Phoenix and Salt Lake City again mobbed the aircraft and the main question at every point was, "When does it start?" Most notable comments from the sightseeing passengers were regarding climbing characteristics, the quietness and attractive interior, and, of course, the unobstructed view while flying.

Statistics on the trip were as follows:

6 cities visited in 7 days
35 sightseeing flights
1238 people carried on sightseeing flights
Approximately 5500 people toured airplane on static display
46 landings
Approximately 2800 miles flown.

In addition to the above statistics, it is interesting to note some of the flying times enroute:

Reno-Las Vegas	1 hour 24 minutes
Las Vegas-Los Angeles	55 minutes
San Diego-Los Angeles	30 minutes
Los Angeles-Phoenix	1 hour 29 minutes
Phoenix-Salt Lake City	1 hour 58 minutes

The complete success of this trip was made possible by the extraordinary and unstinting work performed by the station and sales managers at each city visited.

Kenneth Ellis & Co.
Investment Securities
Phoenix

February 6, 1959

Mr. William J. Mitchell,
Vice President
Bonanza Airlines
Box 391
McCarran Field
Las Vegas, Nevada

Dear Mr. Mitchell:

Please accept our sincere thanks for the efficient way in which you handled reservations for Mr. Ellis, Mr. Holman and myself. We enjoyed our flight in the new Fairchild and were amazed at its performance

The addition of this equipment should certainly help you with both sales and traffic.

In the event that we can ever offer our services, we would be more than glad to do so. Thanks once again for your courtesy.

Very truly yours,
KENNETH ELLIS & CO.
Emory F. Reece

University of Nevada
College of Education
Reno, Nevada

February 3, 1959

Mr. Phil Mench
Bonanza Air Lines
Riverside Hotel
Reno, Nevada

Dear Phil:

Please accept my very sincere appreciation for the opportunity to be included as one of the guests on the first flight of the Silver Dart, in Reno. I can truthfully say that the flight was one of the most interesting and enjoyable that I have ever had. I was especially impressed with the views available to each passenger, the lack of vibration and disturbing noises, the rapid take-off and smooth landing processes, and the superior engineering which is evident in the appearance of the plane.

We sincerely appreciate the fine improvement which has been made in the air service between Ren- and Las Vegas, especially..

Very cordially yours,
Garold D. Holstine
Dean and Director
of Summer School

Ralston Hawkins

RALSTON HAWKINS JOINS BONANZA AIR LINES AS GENERAL COUNSEL

RALSTON O. HAWKINS has accepted the position of General Counsel for Bonanza Air Lines effective February 1, 1959, according to an announcement by G. Robert Henry, Executive Vice President of Bonanza.

Hawkins has served as Assistant City Attorney for the City of Las Vegas since March 5, 1951, and was recently appointed City Attorney to fill the vacancy created by the resignation of United States Senator-elect Howard Cannon. Hawkins has submitted his resignation as City Attorney effective January 30th.

Hawkins was born in Winnemucca and comes from a pioneer Nevada family. His father, L. O. Hawkins, was a former District Judge in Humboldt County and is presently a partner in the law firm of Hawkins and Cannon of Las Vegas.

Hawkins attended public schools in Winnemucca and graduated from the University of Nevada in 1941. He then served in the U.S. Army from December, 1941, until he was discharged as an infantry Captain in 1946. He served overseas in Australia and New Guinea with the 41st Division, and in France with the 70th Division. He was awarded the Purple Heart for wounds received in action in France.

He is a graduate of the University of Washington Law School and had his own law practice in Winnemucca until he joined the staff of City Attorney Howard W. Cannon as his assistant in 1951.

Hawkins, in his capacity as Assistant City Attorney, has actively participated in airline route cases representing the City, County and Chamber of Commerce. He served as President of the Clark County Bar Association for the year 1957.

He is married to the former Romietta Ward of Reno. They have four sons, Barry 9, Ward 7, Dennis 6, and Craig 4.

Henry's announcement noted that Hawkins' background and experience would be an invaluable asset to the airline with its rapidly expanding operations and its increasingly complex local, state, and federal corporate problems. "The Company is extremely fortunate to obtain the services of a man of such valued experience and one who at the same time has acquired such an intense interest in the future development and progress of aviation," said Henry.

Richard Rogers

ROGERS FILLS INDUSTRIAL RELATIONS POST

RICHARD A. ROGERS has been appointed to fill the newly created position of Industrial Relations Director at Bonanza Air Lines.

Rogers was born and reared in Fort Worth, Texas, and attended the University of Texas in Austin, where he majored in Personnel Management and Industrial Psychology.

He served with the U.S. Air Force as a Training Officer, instructing officers and airmen in management, leadership, instructor training, and administration. After his discharge from the service he was employed by Slick Airways as Assistant Director of Personnel, and more recently served as Personnel Manager for the Fort Worth Steel and Machinery Company of Fort Worth, Texas. He has had extensive experience in the field of labor relations, including contract negotiations, arbitration and grievance settlements, as well as personnel administration, recruiting and employment.

Rogers, with Mrs. Rogers and their two children, will make their home in Las Vegas.

CALIFORNIA FINANCIER NAMED BONANZA AIR LINES DIRECTOR

CHESTER M. GLASS, JR., has been approved by the Civil Aeronautics Board in Washington, D.C., as a Director of Bonanza Air Lines. Mr. Glass, widely known in Pacific Coast investment, banking and stock exchange circles, was elected to Bonanza's Board, subject to approval by the Civil Aeronautics Board. CAB approval is required in such cases if either the proposed director or the banking firm in which he is a partner holds other interests in the general field of aviation.

Glass, a long-time Southern Californian, started his career in finance with the Los Angeles office of William R. Staats and Co. in 1928, achieving the position of Manager of the San Francisco Staats office in 1935. He next joined Strassburger & Co. in San Francisco, members of the New York Stock Exchange. Between 1939 and 1940 he was associated with Wulff, Hansen &

Co., San Francisco, Investment Bankers. He served as Vice President of Bankamerica & Co. between 1940 and 1942.

During World War II, Glass served in the Navy with the 5th Fleet in the Pacific. Upon his release from active duty as a Lt. Commander, he joined the investment banking firm of Cruttenden & Co., Chicago, as Syndicate Manager.

In 1947 Glass returned to William R. Staats & Co. as a Vice President and Director; and, when the Staats Corporation was dissolved and a partnership formed in 1951, Glass became a partner. William R. Staats & Co. was underwriting manager of a group of eight West Coast investment houses who recently underwrote the public stock issue of Bonanza Air Lines. This stock sale, which was over-subscribed in less than one week, was a part of Bonanza's fleet modernization financing program which includes the purchase of six F-27A propjet, forty passenger "Silver Darts" as DC-3 replacements.

Mr. Glass himself is a commercial pilot, holding single and multi engine, instrument and flight instructor ratings. He is married and lives in Arcadia and is a member of Phi Lambda Epsilon, Bond Club of Los Angeles, San Francisco Bond Club, Los Angeles Stock Exchange Club, Attic Club in Chicago, and the Kiva Club in Phoenix.

AMERICAN AIRLINES announces the planned conversion of 10 DC-7B passenger transports into airfreighters. The $4,250,000 job will be done by Douglas Aircraft at their Santa Monica division. Work will begin this spring, with redelivery to American scheduled for late summer.

FEDERAL AVIATION AGENCY ABSORBS CAA AND AMB

After twenty years of supervising U. S. civil aviation, the Civil Aeronautics Administration (CAA) faded into history on January 1st.

Its functions are being absorbed by the new Federal Aviation Agency (FAA) which takes authority over all airspace in the U. S. Also taken into the FAA was the Airways Modernization Board (AMB), created in 1957 to increase the safety and efficiency of the nations airways; now the Research and Development division of the FAA.

The FAA was signed into law by the President on August 23, 1958, as a part of the Federal Aviation Act of 1958. Its stated objective is to "provide for the safe and efficient use of the airspace by both civil and military operations, and to provide for the regulation and promotion of civil aviation in such a manner as to best foster its development and safety."

First chief of the FAA is Elwood R. Quesada, former special assistant to the President for aviation. Under him will be 27,000 former CAA people, 200 AMB personnel, 50 from CAB safety operations, with legislation coming up to include 15,000 military communications and traffic control personnel.

The airlines, and their national organizations . . . the Air Transport Association of America and the Association of Local and Territorial Airlines . . . vigorously supported passage of the Federal Aviation Act.

OUR MISS CRUM demonstrates the "old way" of getting coffee to the passengers. New propjet Silver Dart aircraft, with its wide aisles and convenient galley will be a blessing to Bonanza hostesses. Thank you, Kay . . . black with sugar is fine. . . .

MIDNIGHT OIL was used in gallon lots during final assembly of Bonanza's exhibits in the Pacific-Southwest route case. Shown here are Sarah Selin, Betty Lu Swain, Jean Nay, and Barbara Wren, putting together the last of the four and a half pound books.

Blind Woman Assisted By Salt Lake Personnel

Airline employees at Salt Lake City helped make the holidays happy for a blind woman stranded at the airport December 26th. In a note from Gloria Crews of LASCO, passed along by VP Wm. Mitchell, this account of the incident is given:

"A Western Airlines stewardess heard of this lady having difficulty getting to Cedar City via bus, so passed the hat at SLC. Collection received was enough to pay air fare via Bonanza to Cedar City, plus cab fare home in CDC. However, our agent there arranged for Miss Lamb to be driven home on arrival. Miss Lamb flew on Flight 63, December 26th".

Attached to this memo was a copy of the letter from a grateful Miss Lamb, as follows:

"Western Air Lines, United Air Lines, Bonanza Air Lines, Frontier Airlines, Porters and other employees at the Salt Lake City Airport....

My Dear Friends,

Your beautiful Christmas greeting, which was Brailled for me by Mr. Jack Yeaman of the Utah Commission for the Blind, was brought to me by one of your charming stewardesses, Miss Thelma Dalton (perhaps WAL? — Ed.) last evening. Imagine if you can my astonishment and pleasure when I learned of your generous action. I have been concerned about this visit with my parents and sister on being informed by the bus line that I would not leave Salt Lake City till the early hour of 8 A.M.

Through your kindness, I will be able to go home at a more convenient schedule.

May each of you have a Joyous Christmas this year — as I know I will have in a reunion with our loved ones. Thank you again for your thoughtfulness, and may the Holy Spirit of the Yultide attend each of you.

Sincerely yours,
Blanche Marguerite Lamb

P.S. I have reached home after a delightful flight. I have written this letter in Braille, and Mother will write in script between the lines so you can read it.

TWA ANNOUNCES EMPLOYEES EUROPEAN TOURS

Half fares and time pay make it almost painless . . .

Trans World Airline has again advised of the annual running of their popular Airline Employees Spring Tour of Europe. Two trips, 15 or 21 days, leave New York on April 17. Both trips cover Paris, Geneva or Zurich, and Rome, with the longer jaunt going on to Lisbon and Madrid. A side trip from Rome to Naples and Capri is available. Prices . . . for the 15 day junket, a modest $489; for the 21 day ride, $564. This covers reserved space throughout from New York, limos and bag transfers, tips at airports and railroad stations, sightseeing busses and trains in each city, a good many meals, taxes at airports, hotel service charges, and a grand send-off and get acquainted party at New York.

Further details, including info on time-pay plans, may be obtained from the Editor, or from Bonanza's pass department.

NEW HIRES

November 13, 1958 to February 13, 1959

ADMINISTRATION

Richard A. Rogers — LAS
Director of Industrial Relations

Ralston Hawkins — LAS
General Counsel

Martha LeSaout — LAS
Secretary to General Counsel

ACCOUNTING

Paul Perry — LAS
Supervisor of Machine Accounting

Shirley L. Jacka — LAS
Statistical Clerk

Evelyn Gordon — LAS
Key Punch Operator

Bobbie Hayden — LAS
Secretary

COMMUNICATIONS

Lloyd F. Brady — PHX
Radio Technician

HOSTESS

Gail Keith — PHX
Barbara Carnahan — PHX
Lynn Adelman — LAS
Kay Crum — LAS
Frances Mansuy — LAS
Jeanene Roberts — PHX
Kris Rhodes — LAS

MAINTENANCE

Joe B. Smith — PHX
Supervisor of Instrument O/H & Sales

Carl J. Brechbiller, Jr. — PHX
Mechanic

Joseph C. Hahn — PHX
Lead Mechanic

James O. Woods — LAS
Utility Man

Russel K. Odman — LAS
Mechanic

PILOTS

John M. Yates, Jr. — PHX
Richard L. Schindler — PHX
Daniel M. Burke — LAS
Warren T. Moser — LAS
Arlyn W. Eckerd — LAS
All are temporary co-pilots hired for the F-27 training program.

PURCHASING & STORES

Sumner Bondurant — LAS
Stores Clerk

PRINT SHOP

Pauline H. Hunt — LAS
Multilith Operator

STATIONS

Ronald L. Himes — SNA
Operations Agent

Carl Clark — YUM
Operations Agent

LeRoy R. Hall — ONT
Operations Agent

Gary O. Reed — LAX
Operations Agent

TRAFFIC & SALES

Elaine J. Glavin — LAS
Pass Clerk

RESERVATIONS

M. Joan Barton — LAS
Reservations Agent

FIVE YEAR PINS

Robert Nance — 1/14/59
Lead Station Agent — PHX

Alfred Pott — 1/6/59
Station Agent — PRC

Wes Toombs — 1/5/59
Chief Storekeeper
Purchasing & Stores — LAS

SUGGESTION PAY HIKED.....

Bonuses for accepted suggestions have been increased, accoording to Industrial Relations Director Dick Rogers, as part of a move to increase interest in Bonanza's Suggestion Plan. Top pay now will be computed on a percentage of annual savings to the company, and cash payment has been increased from twenty to fifty dollars for items of a lesser nature. Employees are urged to take part in this plan. For full details, consult the Personnel Department.

Station Reports

The Editor expresses thanks to this issues contributors, and heartily urges that others follow suit, at least for the sake of poor, lonely John Puskarich, sole Bonanza agent at Provo. John's letter was brought in by his faithful lead sled dog, and is as follows:

"This is the lone voice of the wilderness calling out from Provo. For those those who didn't know, with Buddy Hart now manager at St. George, and Bob Strauch a lead agent at LAX, yours truly is all alone. This could be called a very quiet place. Dead is what it might be called, too. We see no one, hear from no one, and find out nothing. (This is compared to such places as PHX or LAX, actually Provo is a very lively city). Anyhow, I must ask that all stations please send in a monthly column to the Big B, so I can keep up with what you all are doing. For myself, I have nothing to say now. See you all next month in these pages, I hope!"

SALT LAKE CITY——by Jack Kearse

A great big HELLO from the land of snow, and those wonderful ski resorts. Don McCraven, PHX copilot, was a recent visitor, and reported the skiing excellent at Alta. Might add that while Don was here we had a 15 inch snow shower at ALta, bringing the years total to 73 inches. If you happen to be looking for Blaine Powell on his days off, try Alta first. He will likely be racing down some snow covered slope up there somewhere.

Ed Wolfe and this writer can probably tell you all about the rabbit hunting in this area. Journeyed to Kemmerer, Wyoming, a few weeks ago, but found the rabbits scarce. Ed's excuse for getting only one all day: "...those jackrabbitsrun so fast you can't even shoot them." With that big scattergun of his, you'd think it would be a cinch to hit anything.

Lee Fuson has again moved the Olds back to SLC. Look out, Lee, the cops will have it again.....

Don Epperly has avoided the knife for a couple months, and seems lots happier. Don Cantrellis still looking for someone to bash up the right side of his car so it won't be out of balance.

Our Manager has returned from a vacation with his family, in SEA. Ed reports the weather there pretty routine. Rain, rain, rain. They stopped off in ONT to visit with Bob Yeager and family.

In closing, would like to invite all personnel to come up and try our snow covered slopes...but please don't be a stretcher case for BAL on the way home.....

CLASSES OF U.S. SCHEDULED AIRLINES

THE DOMESTIC TRUNK LINES operate within the continental United States. They operate high-density traffic routes between the principal traffic centers of the United States.

American	Continental	National	Trans World
Braniff	Delta	Northeast	United
Capital	Eastern	Northwest	Western

THE DOMESTIC LOCAL SERVICE LINES operate domestic routes of lesser traffic density between the smaller traffic centers and between these centers and principal centers.

Allegheny	Lake Central	Ozark	Southern
Bonanza	Mohawk	Pacific	Trans Texas
Central	North Central	Piedmont	West Coast
Frontier			

THE INTERNATIONAL AND OVERSEAS LINES include all U.S. Flag carriers operating between the United States and foreign countries other than Canada. Some of these carriers conduct operations between foreign countries and some are extensions of domestic trunk lines into Mexico and the Caribbean.

Alaska	Eastern	Pan American	Trans-Caribbean
American	Mackey	Pan American-Grace	Trans World
Braniff	National	Resort	U. M. C. A.
Caribbean Atlantic	Northwest	Samoan	United
Delta	Pacific Northern	South Pacific	Western

THE TERRITORIAL LINES include two groups of carriers. The Insular Lines the Alaskan Lines operate between the U.S. and Alaska and within Alaska.

INSULAR LINES

Hawaiian
Trans-Pacific

ALASKAN LINES

Operating between the U.S. and Alaska	*Operators within Alaska*	
Alaska	Alaska	Northern Consolidated
Northwest	Alaska Coastal	Pacific Northern
Pacific Northern	Bristol Bay	Pan American
Pan American	Cordova	Reeve Aleutian
	Ellis	Wien
	Howard J. Mays	

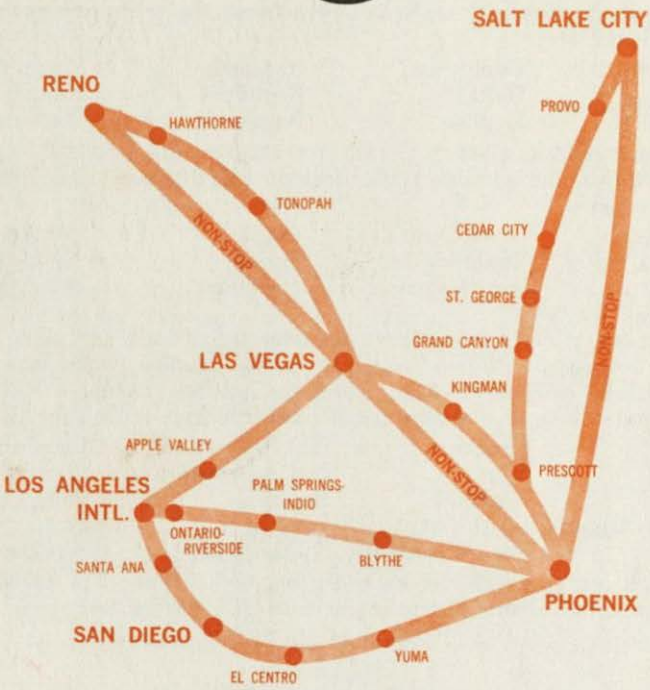
THE HELICOPTER AIRMAIL LINES operate between airports, central post offices, and suburbs in New York, Chicago and Los Angeles.

Chicago Helicopter Airways Los Angeles Airways New York Airways

THE ALL-CARGO LINES operate scheduled flights between designated areas in the U.S., and in one case to the Caribbean and in another to Europe.

AAXICO	Flying Tigers	Seaboard & Western
Aerovias Sud Americana	Riddle	Slick

Bonanza Air Lines



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